

Approved For Release 2002/08/08 : CIA-RDP82-00457R012600170007-1

COUNTRY Germany TOPIC Neuruppin Airfield 25X1A

EVALUATION see below PLACE OBTAINED [redacted] 25X1C

DATE OF CONTENT [redacted] 25X1C

DATE OBTAINED [redacted] DATE PREPARED 9 June 1952

REFERENCES [redacted] 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE) [redacted]

REMARKS Paragraphs 1-3 and 6-10 supplement [redacted] 25X1A

RETURN TO CIA LIBRARY

[redacted] 25X1X

- 25X1X
- Between 8:30 a.m. and 4 p.m. on 15 April 1952, there was flying by single-seater and two-seater, swept-back jet fighters at Neuruppin airfield. The weather was clear. The red number 1486 was identified on a two-seater swept-back jet plane. Between 11 a.m. and 4:45 p.m. on 16 April, there was flying in clear weather. Air activity still continued when source stopped his observation. Between 12:30 and 12:50 p.m. on 17 April, some single-engine aircraft and biplanes were observed at the field in addition to 4 swept-back jet fighters on the western end of the runway, and 16 swept-back jet fighters in the western section of the apron in front of the hangars. On 17 April, flying started by swept-back jet fighters at 8 a.m. and still continued at 4:45 p.m. when observation was stopped. At least 23 take-offs were made in clear weather. The previously reported formation flights on 18 April were practiced between 10:10 and 10:50 a.m., between 12:45 and 1:20 p.m., and between 3:25 and 4:10 p.m. The first formation flew at an altitude of 6,000 meters, the second formation at about 3,000 meters, and the third formation at about 1,000 meters. All the flights were made without auxiliary fuel tanks.
 - Between 8:30 and 11:30 a.m. on 19 April, there was flying by single-seater and two-seater swept-back jet fighters. On 21 April, there was no flying by swept-back jet fighters. The sky was not completely overcast, but there was a 600-meter cloud base. Only two individual take-offs were made by single-engine, low-wing monoplanes. Each flight lasted about 1½ hours. On the morning of 22 April, four individual flights were made by single-engine, low-wing monoplanes. The planes remained in the air for 30 to 40 minutes. There was a 6/10 overcast and a 800-meter cloud base. About 11 a.m., two-seater swept-back jet fighters circled the air. Seven take-offs were counted.
 - On 23 April, the sky was 4/10 overcast with a 800-meter cloud base. In the morning, nine individual take-offs were made by two-seater swept-back jet fighters and in the afternoon, five single-engine, low-wing monoplanes individually took off and remained aloft for an extended period. Between 11:15 a.m. and 3 p.m. on 24 April, seven single-seater, swept-back fighters individually took off and circled the field. Between 8:30 and 5 p.m., five longer flights were made by single-engine, low-wing monoplanes over the area between

SECRET/CONTROL/US OFFICIALS ONLY
SECURITY INFORMATION

2

25X1A

the airfield and Altruppin-Mietwerder. Between 10 a.m. and 2 p.m. on 25 April, two-seater, swept-back jet planes circled the field. One plane had the red No 1486. Between 2 and 4:30 p.m., two individual take-offs were made by single-engine, low-wing monoplanes.

4. Between 7:30 and 11 a.m. on 26 April, there was flying by swept-back jet fighters. The sky was slightly cloudy with a cloud base of about 1,400 meters. Take-offs in groups of two were observed four times. Each flight lasted about 20 minutes. In the afternoon, several swept-back jet fighters landed at the field. On 28 April, there was no flying. On 29 April, there was a slight degree of cloudiness with a cloud base at 1,500 meters. Between 7:30 and 10:30 a.m., four individual single-seater, swept-back jet fighters took off and circled the field. Between 10:30 a.m. and 12:30 p.m., source observed twice that four single-seater, swept-back jet fighters took off. Formation flying lasted 40 to 50 minutes. The planes flew in line at an altitude of 600 meters with a distance of two wing spans between the individual aircraft. At 1:30 p.m., flying started again. One take-off by a single-engine, low-wing monoplane and eight take-offs were made by single-seater, swept-back jet fighters in groups of two. Flying still continued at 5 p.m. Between 30 April and 2 May, no flying was observed.
5. Local flights usually lasted about 8 minutes, mostly two aircraft flying at the same time. When a single-engine, low-wing monoplane participated in flying, the second plane would not take off until the preceding one had landed. Work on the fence has stopped since mid-February.
6. Between 9 a.m. and 1 p.m. on 26 April, only individual take-offs were made at great intervals. The sky was partly cloudy. Between 30 April and 3 May, no air activity was observed at the field. Aircraft observed at the field on 4 May included 4 MiG-15s of an alert flight, 15 MiG-15s in front of the hangars, and 3 single-engine aircraft.
7. On 5 and 6 May, there was no flying. Between 8 and 10 a.m. on 7 May, only a few flights were made by U-2s and single-engine planes. Three MiG-15s landed at the field at 6:25 p.m. and 4 MiG-15s, coming from the east, landed at 7 p.m. On 8 May, only individual flights were made by U-2s and single-engine aircraft. At 2:45 p.m., a single-engine plane with a radial engine and the red No 28 was observed landing. Three single-engine planes and 19 MiG-15s were counted at the field.
8. During the morning of 28 April, there was no flying at the field. Source did not observe the field in the afternoon. Between 8 and 8:20 a.m. on 29 April, 20 MiG-15s and type-29s, 3 Yak-11s and 2 U-2s were counted at the field. Between 11:30 and 11:58 a.m. and between 12:24 and 12:50 p.m., there was formation flying by MiG-15s. A Yak-11 circled the field. On 30 April, no air activity was observed although the weather was favorable. The same aircraft were parked at the field as on 29 April. Between 1 and 5 May, there was no flying at the field in spite of fair weather. On 4 and 5 May, 19 MiG-15s and type-29s, 4 Yak-11s and 2 U-2s were counted. From 28 April to 5 May, the alert planes were stationed at the field at day and night. The MiG-15s were always started by means of a starter carriage.
- 9.
10. On 6 May, there was night flying by MiG-15s and single-engine aircraft. Between 7 and 14 May, there was flying in flight formation. On 15 May, flying was practiced in formations of four. On 16 May, individual flights were made in the clouds. Between 15 and 19 May, 19 MiG-15s, including two with the numbers 541 and 2416 were observed at the field. Four MiG-15s

SECRET/CONTROL/US OFFICIALS ONLY

